Public Transportation Agency Safety Plan (PTASP)

2024 Plan Update for the Audit, Safety Compliance and Real Estate Committee

December 5, 2023

Public Transportation Agency Safety Plan (PTASP)

- A new requirement in 2020 per 49 CFR 673

- Framework based on the National Safety Transportation Plan

- 2024 is version 5 for GCRTA

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Public Transportation Agency Safety Plan (PTASP)

- Flexible and Scalable to the Transit Property

- Required for all Rail Transit Agencies

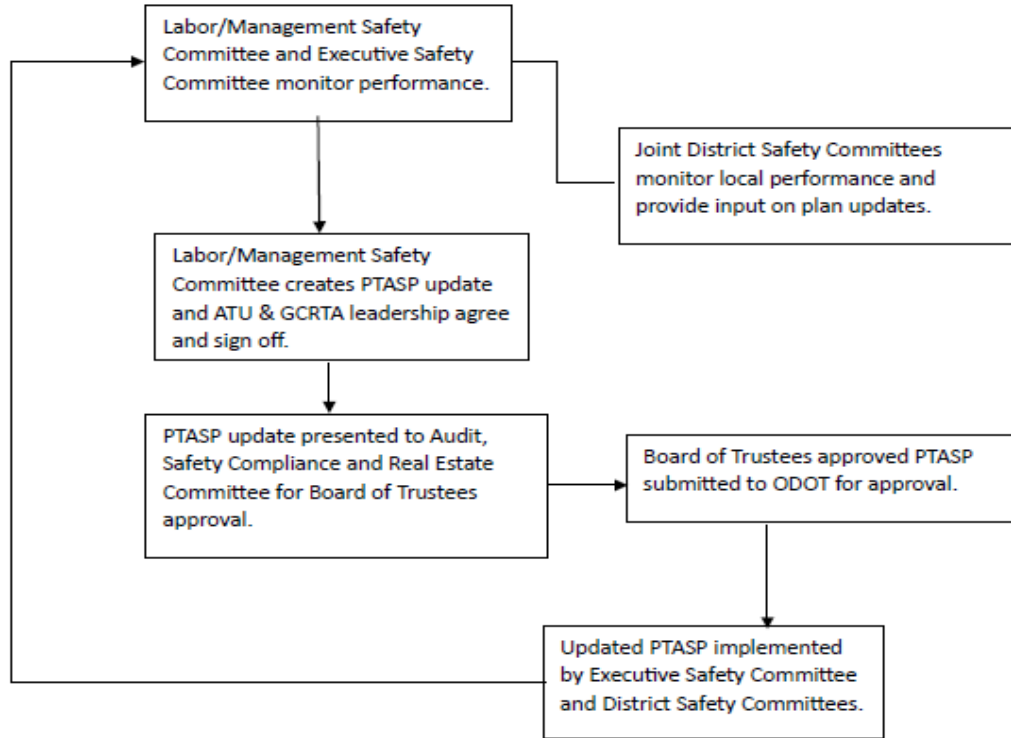- Required for all Large Bus Agencies

GCRTA PTASP

Describes all required processes and activities, for example, having an Employee Hazard Reporting & Tracking System

Identifies Performance Targets as outlined in the requirements of the National Transportation Plan

Contains methods of Safety Promotion to communicate and prioritize safety and summarizes safety training requirements

GCRTA PTASP Update & Implementation Process

Labor/Management Safety Committee and Executive Safety Committee monitor performance.

Joint District Safety Committees monitor local performance and provide input on plan updates.

Labor/Management Safety Committee creates PTASP update and ATU & GCRTA leadership agree and sign off.

PTASP update presented to Audit, Safety Compliance and Real Estate Committee for Board of Trustees approval.

Board of Trustees approved PTASP submitted to ODOT for approval.

Updated PTASP implemented by Executive Safety Committee and District Safety Committees.

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GCRTA PTASP Key Updates for 2024

1. Added cross reference language referring to the FTA 10-step safety and security certification requirements and that our process follows the FTA Handbook For Transit Safety.

2. Expands on the details of the 2-hour notification rule when an FTA reportable incident occurs.

GCRTA PTASP TARGETS

Fatalities: Death excluding that resulting from illness or other natural causes and criminal homicides that are not related to collisions with a rail transit vehicle. Includes suicides on rail property.

2023 Actual = 0

2024 = No more than 1

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GCRTA PTASP TARGETS

Rail Reportable Injuries:

2023 Actual = 3

o Fall on station stairs at West Blvd-Cudell

o Fall from Triskett station platform to track level

o Fall on sidewalk leading to Warrensville-Shaker station
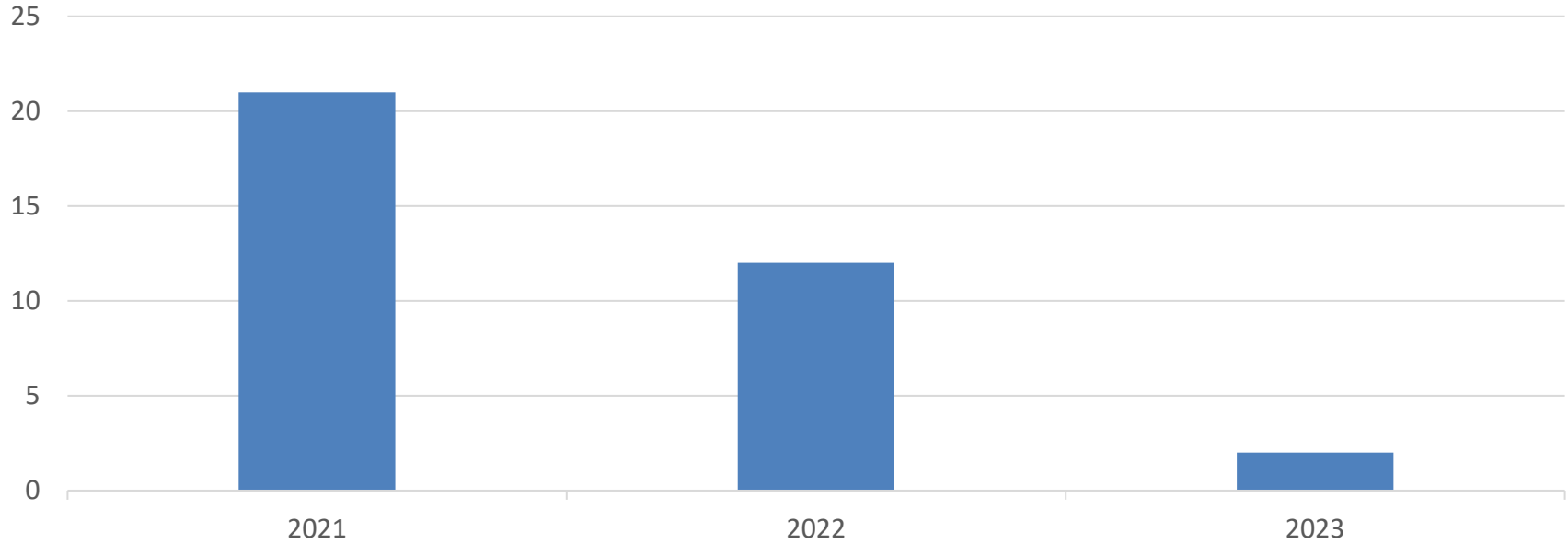
2024 = No more than 2

GCRTA PTASP TARGETS

Rail Safety Events: A reportable accident, incident or occurrence. Examples include grade crossing collisions, evacuations due to life safety, & derailments.

2023 Actual = 16

2024 Target = No more than 18

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Reportable Safety Events due to HRV motors

Bar chart showing Reportable Safety Events due to HRV motors by year: 2021 = 21, 2022 = 12, 2023 = 2.

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GCRTA PTASP TARGETS

Preventable Collision Rate:

2023 Actual = 1.52 Collisions per 100,000 Miles

2024 = No more than 1.40 Collisions per 100,000 Miles

Through October, GCRTA has operated more than 18.7 million miles

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GCRTA PTASP TARGETS

Occupational Injury Rate:

2023 Actual = 4.69 injuries per 200,000 hours worked

2024 = No more than 6.75 per 200,000 hours worked

Through October, GCRTA has worked more than 3 million hours in 2023

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GCRTA PTASP TARGETS

Miles Between Service Interruptions (MBSI): The mean distance between major mechanical failures.

Examples include brake failures, motor issues, a door problem, axle defects, and suspension problems.

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GCRTA PTASP TARGETS

2023 Actual = Light Rail Trains 2,530

Heavy Rail Trains 8,567

2024 = Light Rail Trains, at least 4,000 miles

Heavy Rail Trains, at least 11,800 miles

GCRTA PTASP

Recommendation: Staff requests the Audit, Safety Compliance and Real Estate Committee to recommend the 2024 Public Transportation Agency Safety Plan to the Board of Trustees for approval.

GCRTA PTASP

Questions?